

A modification to be considered: Remove the existing head doors and associated frames and replace with a door at the forward end of the main saloon and another across the bulkhead at the aft end of the vberth. I spent a few nights aboard an old Alden 42 with this configuration and it provided comfortable space for shower, head use, etc. I think, on occasion, that the original layout having a "passageway" is not the best use of space for a 34 ft boat. Inspection has revealed that the door frames do not seem to be structural and with some fitting the doors can be reused in the new locations.

My problem with the whole idea is that I hate to tear apart something that works well and adds to the character of this boat.

Any comments? Would someone buy a boat with this modification, or should this only be done by someone planning to keep the boat forever?

I performed the modification si years ago to the head area on Full Circle discussed by Rob Benner and George, i. e. made the head a walkthrough. I did not do it for a shower but rather to get a head area that you could move in once in there. I did it in teak/Herreshoff style to match the surrounding area. I installed a slider athwartship at the main bulkhead and a byfold door, roughly centered, going forward into the vee berth. I only sailed full circle one season before the modification. I am confident that I have increased not decreased the value of Full Circle with the changes. I do not have an electronic camera for pix, but would be glad to discuss the modification if anyone else wants to do it. Oh by the way, I use a cockpit shower here on the coast of Maine. (with hot water-another mod installed with extra fresh water tankage)

The modifications to create a walk thru head area were done by building a slider that slides behind the mast when open and butts just aft of the drawers on the starboard side when closed. The byfold door that I built is roughly centered on the opening to the Vee berth and it folds into the head area on the port side. I also built a new sink cabinet to match. I did not lose any storage space. There is no loss of space in the vee berth and full access is allowed to the hanging locker and drawers. I built teak tracks above and on the sole for both doors. They have not been a hinderance in any way. Normally both doors are fully opened such that ventilation is not affected. My goal in doing the mods was to make it look like Tartan built it and I believe that I was successful. It has proven to be a great improvement for cruising.

As indicated in my previous post, I do not have an electronic camera but would welcome an itinerent photographer with that capability.

Hope this helps.

# Modifying the Head

The series of photos and description show the modifications performed on Full Circle #116 by owner Bill Jones in 1998 to change the head area to a walkthrough configuration.

- Click any image for a larger view.

## Building a Walkthrough Head



Photo 1



Photo 2



Photo 3



Photo 4



Photo 5



Photo 6



Photo 7



Photo 8



Photo 9



Photo 10

I cruise the Coast of Maine typically 4 to 6 weeks during our short season. The changes were performed to create a head area that you could move around in once in the head. I did not perform the changes to create a shower below deck; however, by creating the space a shower below could be accomplished. I use a cockpit shower which was a separate modification performed the previous year when I added hot water and additional potable water tankage.

The original layout of the T34C having a “passageway” is not necessarily the best use of space on a 34 ft. boat. Inspection revealed that the door frames creating the original head area were not structural. I removed the existing head doors and frames, replacing them with a sliding door athwartship at the forward end of the main saloon and a bifold door athwartship at the bulkhead at the aft end of the v berth. As can be seen in the photos, I did the changes in the Teak/Herreshoff style to match the surrounding area.

The slider must be thin (7/8 inch) to slide between the mast and the forward surface of the main saloon forward bulkhead to allow for tracks/channels to guide the slider. It is also positioned so that when closed it butts into the narrow space to starboard just aft of the drawers. Photo 2 and 3 show the slider closed. Other photos show the slider open. The slider rolls on nylon wheels that I routed out pockets in the slider top and bottom. It does not roll as freely as I would like. The ratio of the length to width of the door tends to want to cock the door. I tried at the time, unsuccessfully, to find non corrosive hardware to fit in the thin upper channel. That would be an improvement.



Photo 11



Photo 12

The bifold door is roughly centered in the bulkhead. The opening is shifted to port from the original opening. It is shown closed in photos 5, 10 and 11. It is shown partially open in photo 4 taken looking aft and open in other photos. When open the bifold door stores in the head area against the sink cabinet.

Note that I replaced the head with a porta potty (photo 8). There are very limited pumpout stations here on the coast of Maine and I am not a fan of overboard discharge. Just trying to do my small part. The porta potty sits on a platform that has teak rails approximately 1 ½ inch high on four sides.

I built a new sink cabinet with a new sink to match the area. Not shown in photo #7 is a second door to the left of the door seen under the sink. It is a mirror of the door shown. The doors join in the middle without a center vertical bar to provide the largest possible opening. I happen to store a second spare tank for the porta potty under the sink. (I have never needed it).

The teak tracks above and on the sole for both doors were made as short as possible. They have never been a hindrance. There has been no loss of storage or access to storage spaces. There is no loss of space in the v berth. Normally both doors are open to promote maximum air circulation. My goal in doing the mods was to make it look like Tartan built it this was and I believe that I was successful. I believe that these mods if anything improve the value of the T34C.

I did not develop any plans or patterns for the modifications. It is custom built. I welcome your comments and hope that this article helps anyone considering a similar project.

Bill Jones

















FRANK & PATEL (2024)

INSTRUCTIONS  
USE ONLY  
A B C D E F G H I J K L M N O P Q R S T U V W X Y Z  
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100







